

Additional chart coverage may be found in CATP2, Catalog of Nautical Charts.

SECTOR 9 — CHART INFORMATION

SECTOR 9

VANCOUVER ISLAND—CAPE BEALE TO ESTEVAN POINT

Plan.—This sector describes the W coast of Vancouver Island, from Cape Beale to Estevan Point, including Barkley Sound and Clayoquot Sound.

General Remarks

9.1 The W coast of Vancouver Island trends 63 miles NW, from Cape Beale to Estevan Point. Secure anchorages are found in many of the inlets which indent this stretch of coast. Although the coast is mostly low and rocky, it is backed closely by mountains of considerable height. Numerous above and below-water rocks, reefs, and shoals fringe this coast, especially near the entrances to the various inlets and sounds. Vessels without local knowledge should not attempt to enter any of these inlets at night or during thick weather, except as otherwise stated.

Winds—Weather.—Fog and thick weather closes in on this coast very suddenly during any season, but it is more prevalent during the summer and autumn.

Tides—Currents.—The tides along the SW coast of Vancouver Island are never diurnal; they are only moderately declinational and springs and neaps are distinguishable. In the open along the whole extent of the outer coast, HHW occurs near the time of the moon's upper transit in N declination and near the time of the moon's upper transit in S declination. The LLW follows the HHW in both cases. The maximum rise is about 3.6m.

An ocean current, the result of a combination of Kuroshio with the E drift of the North Pacific current, sets in a general SE direction outside a distance of 30 miles from the outer islands of the British Columbia coast. Between this current and the coast, a countercurrent sets NW along the outer coasts of Vancouver Island at a rate of 0.3 to 1.5 knots. In winter, strong SW winds increase the rate at times to 2.5 knots. Winds from the N decrease the rate of this current.

Little is known about the ocean currents off the SW coast of Vancouver Island in summer. Reports indicate that there is no NW current in summer. In May and June there is evidence of a slight drift, variable in direction. The countercurrent is strengthened somewhat by the ebb tidal current flowing out of the Strait of Juan de Fuca, as well as by the flood current which flows N along the coast of Washington and across the entrance to the strait.

The set of the tidal currents tends toward the land and is accentuated by the indraft into the large sounds, especially during strong winds from SE to SW. The flood current appears to flow NW along the W coast of Vancouver Island, but there is evidence that a set in the opposite direction with the ebb current is not general.

Pilotage.—Pilotage is compulsory within Canadian waters to the W of Vancouver Island.

Pilotage is under the jurisdiction of the Pacific Pilotage Authority. Pilots board off Cape Beale, at the entrance to Trevor Channel in Barkley Sound. Vessels should send an ETA

at least 48 hours prior to arrival. In addition, an amendment or confirmation message should be sent 12 hours prior to arrival.

Regulations.—A Vessel Traffic Control System (VTS) exists in the approaches to the W side Vancouver Island.

Vessels should contact Tofino Traffic on VHF channel 74 and report when passing the calling-in-points, which are best seen on the chart.

Caution.—Numerous fishing vessels are frequently encountered in the vicinity of La Prouse Bank.

During summer and autumn, vessels should frequently check their position due to the sudden closing-in of fog along this coast.

Traffic movements in the Tofino Traffic Zone may be restricted when the following vessels are underway:

1. A loaded tanker or tank barge 10,000 grt or greater.
2. A vessel carrying dangerous or hazardous cargo.
3. A vessel navigating with difficulty due to size, construction, or deficiency in equipment or machinery.

Barkley Sound—East Part

9.2 Barkley Sound (48°50'N., 125°25'W.), an extensive inlet, lies miles NW of Cape Flattery. It is entered between Cape Beale and Amphitrite Point, 15 miles NW.

Cape Beale, located at the SE entrance of the sound, is fully described in [paragraph 1.2](#).

The sound is encumbered with numerous islands, islets, and rocks. The shores are low, except in the N part and among the inlets, where they become high, rugged, and mountainous.

Trevor Channel, Imperial Eagle Channel, and Loudoun Channel are the three main entrances.

Local knowledge is necessary to enter the sound and proceed through the several narrow inlets leading to its head. Alberni Inlet is the principal inlet.

Caution.—Subsurface moorings, containing scientific equipment and extending up to about 30m below the surface, are situated in various locations within the sound and marked by buoys.

Mount Ozzard (48°57'N., 125°30'W.), a conspicuous landmark, rises 3 miles NE of Amphitrite Point. Especially prominent from the S, this mountain is the southwesternmost summit of a range of peaks that rise above the NW shore of the sound. It is 710m high and surmounted by a white radar dome.

9.3 Trevor Channel (48°48'N., 125°14'W.), the easternmost of the three main passages leading into Barkley Sound, is entered close W of Cape Beale and bound by Vancouver Island and by the islands of The Deer Group. The channel leads NE to the entrance of Alberni Inlet. It is considered "Minor Waters" under Canadian Regulations.

Depths in the fairway are ample for ocean-going vessels. The channel has a least depth of 25m lying about 2.3 miles NE of Cape Beale.

Seapool Rocks (48°49'N., 125°12'W.), partly drying and usually marked by breakers, lie NW of the fairway within Trevor Channel and about 2 miles N of Cape Beale.

A rocky patch, on which the sea breaks heavily, lies about 0.3 mile S of Seapool Rocks. It has a depth of 5.4m and is marked close E by a lighted buoy, equipped with a racon.

Kooh Rock (48°54'N., 125°04'W.), with a depth of 2.7m, lies close to the fairway. It is steep-to and marked close E by a lighted buoy.

San Jose Islets (48°54'N., 125°03'W.), three in number, are low and lie on the E side of the fairway, 1 mile E of **Foucault Bluff** (48°54'N., 125°05'W.).

Directions.—Vessels should enter Trevor Channel with the light on Aguilar Point ahead, bearing 056°. This course should be maintained until the S extremity of Edward King Island is in line with the NE extremity of Folger Island. Vessels should then steer about 045° in order to pass midway between Foucault Bluff and Nanat Islet. When the light on San Jose Islets bears 068°, vessels should change course to bring the light on Assits Island ahead, bearing 034°, and pass midway between Kooh Rock and the patch, with a depth of 12m, lying W of the San Jose Islets. When Clifton Point is abeam, vessels should change course to bring Chup Point Light ahead, bearing 023°, and pass 0.3 mile off Assits Island. When the latter is abeam, vessels should then alter course to enter Alberni Inlet, midway between Chup Point and Mutine Point.

Vessels entering Trevor Channel from Imperial Eagle Channel, via Satellite Passage, should bring the middle of Dixon Island in line, bearing 101°, with the highest part of Wizard Islet. This range will lead midway between the dangers lying in the W part of the passage and should be maintained until Foucault Bluff, bearing 058°, is open E of the SE side of Sandford Island.

Vessels proceeding through Junction Passage should steer a mid-channel course, and if bound N through Alberni Inlet, should pass Chup Point at a distance of not more than 0.2 mile. If bound S through Trevor Channel, vessels should round Fullarton Point at a distance of about 0.3 mile and then steer to pass about 0.3 mile off the point on Tzartus Island that is located directly across the channel from Assits Island.

Caution.—A Prohibited Anchorage Area includes that part of Trevor Channel lying between Cape Beale, Bordelais Island, Fleming Island (48°53'N., 125°07'W.), and Ellis Island (48°52'N., 125°06'W.).

Several submarine cables, which may best be seen on the chart, extend across Trevor Channel.

9.4 Bamfield Inlet (48°50'N., 125°08'W.), lying on the E side of Trevor Channel, is entered close E of Aguilar Point, the low N extremity of **Mills Peninsula** (48°49'N., 125°09'W.). This inlet, which has a least depth of 18m in the entrance, becomes constricted and shallow in the vicinity of Rance Island, about 1 mile within its entrance. The channel leading through the inlet is marked on its E side by buoys, moored 0.2 mile N and close W of Rance Island. Four mooring buoys are situated close off the NE extremity of Burlo Island.

A light is shown from Aguilar Point. Prominent landmarks in the area include two oil tanks and a water tower standing on the W side of the inlet, 0.3 mile S of Aguilar Point. A

conspicuous radio tower, 59m high, stands on the E side of the inlet, 0.8 mile SSE of Aguilar Point.

Several small piers and floats are situated within this inlet. Sheltered anchorage can be taken by one vessel in depths of 12 to 14m, mud, between a ledge and Rance Island.

Grapppler Inlet (48°50'N., 125°08'W.) leads SE from the entrance of Bamfield Inlet. The depths in this inlet decrease from 18m at the entrance to 9m or less in the vicinity of Port Desire, 0.5 mile inside the entrance. Several floats, one with a depth of 4m alongside, are situated at Port Desire. A buoy marks the rocky ledge that extends S from the N shore of the inlet, 0.2 mile ESE of Grapppler Inlet Light.

Caution.—Several submarine cables and pipelines, which may best be seen on the chart, lie across Grapppler Inlet.

9.5 Bordelais Islets (48°49'N., 125°14'W.), together with several above and below-water rocks, lie at the SW extremity of the Deer Group. The largest of these islets is marked by a light and appears as a cliff from the SW. Several low islands and islets, which lie NE of the Bordelais group, are encircled by foul ground.

Satellite Passage (48°52'N., 125°10'W.) is the only navigable channel leading through the Deer Group.

Wizard Islet (48°51'N., 125°10'W.), low and barren, lies near the center of the E approach to Satellite Passage and is marked by a light. Sheltered Anchorage can be taken in Entrance Anchorage, about 0.2 mile SSW of this islet.

Ohiat Islet (48°51'N., 125°11'W.) lies on the outer edge of an area of foul ground, at the SW entrance to the passage. Shoal patches, with depths of 5.5m and 8.2m, lie near the fairway in the vicinity of the W entrance.

Tzartus Island (48°55'N., 125°05'W.), the highest and largest island of the Deer Group, is steep-to along its E side, except in the vicinity of Sproat Bay. Foucault Bluff, the SE extremity of the island, is steep-to and conspicuous. Sproat Bay, lying close NE of this bluff, affords shelter in any weather and provides anchorage in its S part.

Roquefeuil Bay (48°51'N., 125°07'W.) is entered 1.5 miles NE of Aguilar Point. It affords sheltered anchorage in a depth of 16.5m, bottom uneven. Local knowledge is necessary as several below-water rocks lie in the entrance.

Nanat Islet (48°53'N., 125°04'W.) lies close offshore, 3.7 miles NE of Aguilar Point. This islet is conspicuous and wooded.

Numukamis Bay (48°54'N., 125°02'W.), with an entrance 3 miles wide, lies between Nanat Islet and Congreve Island. Although easy to access, this bay is too deep for anchoring. Numerous small islands and islets, which may best be seen on the chart, lie in the entrance of this bay.

Christie Bay (48°53'N., 125°02'W.) provides temporary anchorage in depths of 12 to 18m about 0.2 mile offshore.

Poett Nook (48°53'N., 125°03'W.), a landlocked basin, has depths of 7 to 13m. Its entrance is only 45m wide. This basin provides good, sheltered anchorage to small craft.

Assits Island (48°56'N., 125°02'W.), marked by a light, lies close offshore and S of the junction of Trevor Channel and Alberni Inlet.

Caution.—Anchorage is prohibited within Satellite Passage due to the existence of submarine cables.

9.6 Alberni Inlet (48°57'N., 125°00'W.), a continuation of Trevor Channel, is entered between Mutine Point and Chup Point, 1 mile NNW. Chup Point is marked by a light. The shores of this inlet are rocky, rugged, and rise abruptly from the water's edge to mountainous peaks. At the head of the inlet, the terrain becomes low and fertile. The depths in the inlet are too deep for anchoring.

San Mateo Bay (49°56'N., 125°00'W.), entered about 1 mile ENE of Mutine Point, has a wide and unencumbered entrance. This bay is free of dangers except for an islet and a drying rock lying near the center.

Chris Rock (49°57'N., 125°00'W.), with a least depth of 5m, lies in the N approach to San Mateo Bay and about 0.5 mile SE of the fairway leading through Alberni Inlet.



Port Alberni—China Creek Marina



Port Alberni—Clutesi Marina

Uchucklesit Inlet (49°00'N., 125°00'W.) is a branch of Alberni Inlet. It leads NW and is entered between Burroughs

Point and Brooksby Point, 0.4 mile NE. On the NE side of this inlet the terrain rises to mountains. The SW side and the head of the inlet are low. All the branches of this inlet are included within the harbor limits of Alberni Inlet.

Green Cove (Elhlateese) (48°59'N., 124°59'W.), a snug harbor, lies 0.5 mile N of Brooksby Point and is sheltered by Cheeyah Island. Chaputs Passage leads into the cove and is encumbered by a drying rock and a shoal with a least depth of 3.6m. The NW approach to the cove is deep and free of dangers. Anchorage can be obtained in depths of 10 to 20m, mud and sand, within the cove.

Kildonan (49°00'N., 125°00'W.), a fishing settlement and the site of a former cannery, is situated 1.5 miles NW of Green Cove.

Pocahontas Point (48°59'N., 124°55'W.), located 2.5 miles E of Brooksby Point, is a turning point for Uchucklesit Inlet.

Nahmint Bay (49°04'N., 124°52'W.) provides temporary anchorage in a depth of 36m.

9.7 Sproat Narrows (49°06'N., 124°49'W.) is an area lying within the inlet that is navigable over a width of only 0.2 mile. Drying spits, marked by lights, constrict the inlet in this area.

China Creek lies on the E side of the inlet, about 3 miles above Sproat Narrows. It has a marina with depths of 2 to 3m alongside.

Stamp Narrows (49°11'N., 124°49'W.) has a navigable width of about 0.2 mile. Drying spits, marked by lights, constrict the channel in this vicinity. The E side of the narrows is preferable for transit.

A fish farm holding pen is situated 0.8 mile S of the head of Cous Creek. A marina is situated on the E shore of the inlet, 1.3 miles N of Lone Tree Point.

Caution.—A great part of Uchucklesit Inlet, within Kildonan, is filled with booming grounds.

Fish farm holding pens are situated within San Mateo Bay and in other parts of Alberni Inlet. These pens are covered by galvanized sheds, 21m square. Several pens may be rafted together for various periods of time. The pens are vulnerable and vessels should use care when in their vicinity.

Port Alberni (49°14'N., 124°49'W.)

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9.8 Port Alberni provides a sheltered anchorage and harbor at the head of Alberni Inlet. The W side of the port is high and rocky. The E side is formed by a low, fertile plain on which the city of Port Alberni is situated. The town of Alberni stands on the E bank of the Somass River, about 1 mile above the mouth, where it empties into the head of Alberni Inlet.

Tides—Currents.—The harbor is ice-free and open all year round. A fresh S breeze usually prevails as far as the head of the inlet.

The tides rise about 3 to 3.7m at springs and 2.6m at neaps.

The Somass River, which discharges into the head of the inlet, causes a continual current to set S at a velocity of up to 1 knot.

Depths—Limitations.—The harbor has depths of 11 to 27m but extensive drying mud flats fill the head. The approaches to the port have a controlling depth of 25.6m.

The channel, lying within the Somass River, leads to Alberni. It is dredged periodically to maintain a least depth of 3m as far as the pulp mill wharf situated at the N side of Lupsi Cupsi Point. A least depth of 1.2m is then maintained as far as the town.

The harbor can accommodate vessels of up to 30,428 grt, 214m in length, and 12.2m draft.

Dangers in the harbor are reported to be minimal above Polly Point and Stamp Point, 0.5 mile W.

Hohm Island, barren and rocky, lies in the center of the harbor and is marked by a light. Foul ground encircles this island and a detached shoal patch, with a depth of 7.3m, lies about 0.1 mile NNE of it.

The Pulp and Paper Wharf, situated on the E side of the mouth of the river, is connected to Lupsi Cupsi Point by a long trestle, but is no longer used for cargo operations.

The Somass Sawmill Wharf is situated close E of the Pulp and Paper Wharf. It is 274m long, but is reported to be no longer used.

The Argyle Street Wharf is situated close S of the Sawmill Wharf. It is used by small coastal vessels.

The Port Alberni Terminal No. 3 is situated 0.3 mile S of the Argyle Street Wharf. It has a berth, 183m long, with a depth of 12.2m alongside at LW.

The Port Alberni Terminals No. 1 and No. 2 are situated close S of No. 3. They are used for the handling of general cargo and provide 320m of total berthage. Berth No. 1 has an alongside depth of 10.4m, while Berth No. 2 has depths of 7.6 to 11.4m alongside at LW.

Aspect.—The conspicuous chimney of a lumber company stands 0.5 mile NNE of Polly Point.

In addition to the lighted beacon standing at the river entrance, several dolphins and piles mark the sides of the channel leading SW of Lupsi Cupsi Point.

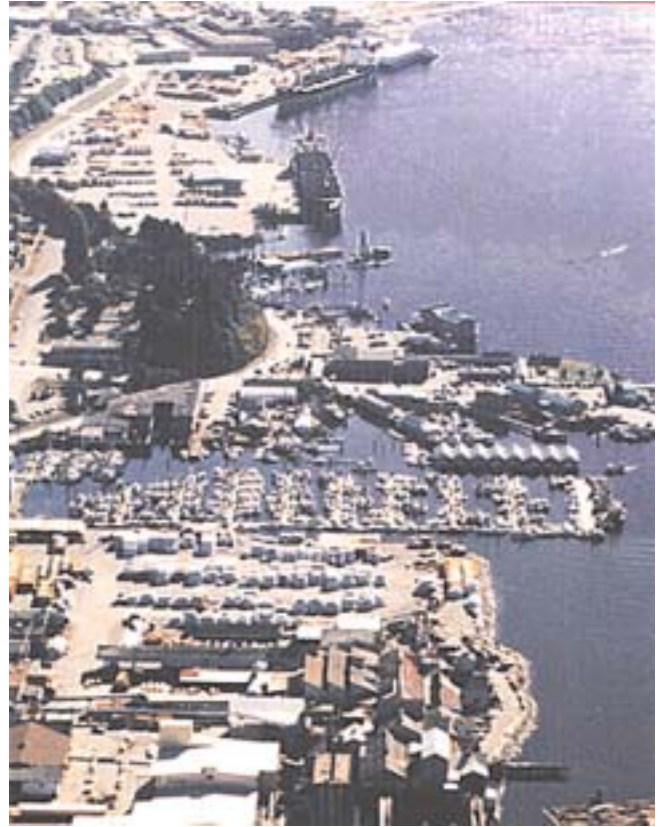


Photo courtesy of Port Alberni

Port Alberni

Anchorage.—Anchorage can be taken in depths of 7 to 26m within the designated anchorage areas. These area, the limits of which may best be seen on the chart, are situated in the vicinity of Holm Island. Permission of the harbormaster should be obtained prior to anchoring.

Caution.—Silting is reported to occur in the approaches to the wharves situated in the N part of the harbor.

Several booming grounds, floats, and dolphins are situated close to the docking facilities.

9.9 Imperial Eagle Channel (48°53'N., 125°14'W.), leading into Barkley Sound, is entered between the Deer Group and the Chain Group, on the SE side, and the Broken Group, on the NW. Several detached dangers lie within this channel. The depths in the channel are ample for ocean-going vessels. The dangers lying in the approach to the channel and to the S of the Broken Group are indicated by the red sector of Cape Beale Light. Hornby Rock, Miller Reef, Janit Reef, and Folger Island lie in the entrance.

Caution.—During S and SW gales, a very heavy sea forms within Imperial Eagle Channel.

Hornby Rock (48°49'N., 125°18'W.), with a depth of less than 1.8m, is steep-to and usually marked by breakers. Detached shoals, with a depth of 18m, lie close SE of this rock.



Port Alberni Terminals No. 1 and No. 2

Pilotage.—Pilotage is compulsory. Vessels bound for Port Alberni should arrange for a pilot by sending a request and their ETA off Cape Beale by radio to Pilots Victoria.

A shoal, with a depth of 9.6m, lies about 1 mile NNW of the rock.

Miller Reef (48°50'N., 125°19'W.), consisting of two drying rocks, lies about 0.2 mile W of the rock and usually breaks.

The depths are irregular. A least depth 16.5m lies on the entrance range midway between Miller Reef and Hornby Rock. A rocky patch, with a depth of 8.8m, lies about 1.5 miles SW of the S extremity of Swiss Boy Island.

At night, vessels approaching Imperial Eagle Channel from seaward, should keep in the white sector of Cape Beale Light and no attempt should be made to enter. Even in calm weather, a large breaking wave can occur unexpectedly in this area.

Janit Reef (48°50'N., 125°22'W.), which dries, lies on the NW side of the entrance and 1.5 miles S of Wouwer Island. A rocky foul area extends N and NE of this reef and is dangerous to shipping.

9.10 Folger Island (48°50'N., 125°15'W.) is small, wooded, and cliffy. Leach Islet lies on foul ground close NE of it.

Folger Passage (48°49'N., 125°16'W.) and **Hammond Passage** lead into Imperial Eagle Channel. The former passes between Hornby Rock and Folger Island. The latter passes between Edward King Island and Folger Island. Folger Passage affords the best entry into the channel during thick weather or from the S. Hammond Passage can be used in good weather with local knowledge.

Dodger Channel (48°51'N., 125°12'W.) is entered close S of Kirby Point. It affords sheltered anchorage to small vessels, with local knowledge, in a depth of 5.5m.

Directions.—Folger Passage is about 2 miles wide. The E extremity of Swiss Boy Island (48°55'N., 125°08'W.) in line, bearing 043°, with the NW extremity of Folger Island leads about 0.5 mile SE of Hornby Rock. Vessels approaching from the S or SW should not open Swiss Boy Island NW of Folger Island until Cape Beale Light bears about 122°. Course may then be altered to pass in mid-channel through Folger Passage.

Hammond Passage is an alternate entrance but not as safe. Local knowledge is required. Vessels approaching from the W can enter Imperial Eagle Channel, between Hornby Rock and Miller Reef, on the entrance range formed by Nanat Islet bearing 068° and just open N of Ohiat Islet. When Folger Island is abeam, a mid-channel course can be steered. This entrance is not recommended in SW gales or during poor visibility. Vessels should then use Folger Passage.

Sail Rock (48°53'N., 125°24'W.), bearing 320° and open SW of Wouwer Island, leads SW of Hornby Rock and Miller Reef. It is advisable to keep Sail Rock N of that bearing until the vessel is on the latter entrance range.

Vessels approaching from the NW should keep Cape Beale Light bearing less than 109° until on the latter entrance range, when they may proceed as directed above.

9.11 Adamson Rocks (48°54'N., 125°08'W.), a group of above and below-water rocks, lie close off the NW side of Fleming Island. Breakers mark these rocks in rough weather. A detached reef, with a depth of 8.8m, lies in the fairway of Imperial Eagle Channel, about 1.5 miles WNW of this group and 1.5 miles SW of Swiss Boy Island. The latter island lies at

the SW end of the Chain Group of islands which parallel the NW coast of Tzartus Island, about 0.8 mile offshore.

Baeria Rocks (48°57'N., 125°09'W.), bare and conspicuous, lie in the fairway, about 3.5 miles W of the N end of Tzartus Island. Numerous above and below-water rocks lie in the vicinity of the two main rocks of the group. A light is shown from the southernmost rock of the group.

Effingham Inlet (48°59'N., 125°11'W.), indenting the coast at the NW corner of the channel, is a deep but constricted waterway bound by high, rocky shores. Numerous above and below-water rocks and islets lie on either side of the entrance of the inlet. The depths in the inlet are too deep for anchorage.

Vernon Bay (48°59'N., 125°09'W.), lying adjacent and E of Effingham Inlet, is deep and easily entered from the S, although foul ground extends off the entrance points. High rocky shores confine this bay and its depths are too deep for anchorage.

Junction Passage (48°58'N., 125°04'W.) leads from the NE head of Imperial Eagle Channel to the junction of Trevor Channel and Alberni Inlet. This passage is deep and the fairway has a least width of 0.3 mile. It is entered from the W about 0.5 mile S of Pill Point, the SW extremity of **Seddall Island** (48°59'N., 125°04'W.).

Rainy Bay (48°58'N., 125°02'W.), lying on the N side of the passage, is encumbered with islands, islets, and rocks. The Boyson Group of islands lie in the middle of the bay. These islands are barren with conspicuous bluffs.

Ecoole (48°58'N., 125°03'W.), a village, stands in a cove at the SE side of Seddall Island. It is fronted by a wharf in ruins.

Anchorage can be taken by small vessels in a depth of 36m, mud, within the E arm of the bay.

Chup Point (48°57'N., 125°02'W.), located at the S extremity of a peninsula, and **Fullarton Point** (48°57'N., 125°03'W.), the NE extremity of Tzartus Island, form the E entrance points of Junction Passage. Chup Point is formed by a prominent cliffy and steep-to projection.

Tyler Rock (48°57'N., 125°02'W.), a detached patch, has a depth of 6.4m and lies in the middle of the E entrance of Junction Passage.

Barkley Sound—West Part

9.12 The W part of Barkley Sound consists of the numerous islands, islets, and rocks of the Broken Group. The depths in the various channels within the group and approaching it are generally ample for ocean-going ships. However, the constricted nature of the passages and the manifold dangers nearby clearly necessitate local knowledge.

Cree Island (48°51'N., 125°20'W.) is the southernmost island of the Broken Group.

Mara Rock (48°53'N., 125°29'W.), above-water, is the outermost rock on the NW side of the approach to the channel. A drying rock lies 0.3 mile SE of this rock.

The Broken Group extends NE to Sechart Channel, which divides the group from the mainland.

Effingham Island (48°52'N., 125°18'W.) is the largest island in the Broken Group. This island is cliffy, steep-to on its outer side, and free of off-lying dangers. Foul ground fronts the W and NW sides of the island.

Effingham Bay, indenting the NW side of the island, affords sheltered anchorage in depths of 11 to 14m, good holding ground, to vessels with local knowledge. The anchorage is approached from Imperial Eagle Channel via **Coaster Channel** (48°53'N., 125°17'W.). The SW entrance of Coaster Channel is encumbered with rocks and reefs.

Fishing vessels enter Coaster Channel from the W between **Clarke Island** (48°53'N., 125°23'W.) and **Benson Island** (48°53'N., 125°23'W.), which lies at the W extremity of the Broken Group.

Sheltered anchorage can be taken, in a depth of 31m, about 0.5 mile S of **Cooper Island** (48°52'N., 125°21'W.). Local knowledge is essential. The anchorage lies about 0.3 mile S of an islet located close off the SE side of Cooper Island.

9.13 Thiepval Channel (48°55'N., 125°21'W.) leads between the Broken Group, N of Coaster Channel. It is considered to be the most direct and sheltered route from Bamfield Inlet to Loudoun Channel under favorable light and weather conditions. This channel is entered from the E between **Turret Island** (48°54'N., 125°20'W.) and **Turtle Island** (48°55'N., 125°19'W.). Faber Islets lie about 1 mile E of the S end of the former island.

Vessels entering Thiepval Channel from Coaster Channel should pass between the two rocky islets, 1.5m high, which lie between Turret Island and the Faber Islets. When Thiepval Channel is open, vessels should proceed along the NE coast of Turret Island until the dangers lying in mid-channel are passed. A rock, 1.5m high, lies at the NW end of the channel with a rock, which dries 4.2m, located close to it. These dangers should be passed on the NE side. A below-water rock lies about 0.2 mile NE of the latter dangers.

Island Harbor (48°55'N., 125°17'W.) is a sheltered anchorage suitable for small vessels. The approach to the harbor lies between **Dempster Island** (48°54'N., 125°16'W.) and **Gibraltar Island** (48°55'N., 125°15'W.). A number of detached reefs lie S and SE of Dempster Island and foul ground extends up to 0.3 mile SE of it.

Eussen Rock (48°55'N., 125°16'W.), steep-to, lies in the middle of the entrance fairway leading to the anchorage. It may be passed on either side.

Anchorage can be taken, in a depth of 20m, mud, about 0.3 mile NW of Dempster Island.

9.14 Sechart Channel (48°56'N., 125°14'W.), leading between the Broken Group and the mainland, has a least width of 0.5 mile. It is entered from Imperial Eagle Channel between **Swale Rock** (48°56'N., 125°13'W.) and **Alma Russell Island** (48°57'N., 125°13'W.) and leads WNW to Loudoun Channel. The E part of the channel is clear of dangers. The Pinkerton Islands extend from the mainland into the channel, as far S as **Capstan Island** (48°57'N., 125°17'W.). Canoe Island lies close offshore, 1 mile E of Capstan Island, and Hand Island lies 1 mile W of it. Rocky shoals lie in the fairway, about 0.5 mile SW of Canoe Island. A conspicuous red brick chimney stands on the shore close N of Canoe Island.

A mid-channel course should be maintained through Sechart Channel. Swale Rock and Hand Island should be given a berth of 0.3 mile after rounding Prideaux Island and Capstan Island. The latter two islands should be passed at a distance of 0.2

mile. Vessels proceeding to the anchorage lying E of the Pinkerton Islands should avoid the detached shoal patches located close E of the islands and between Canoe Island and Prideaux Island. The passage leading E of Canoe Island should not be used. Anchorage can be taken in a depth of 34m about 0.3 mile offshore, E of the Pinkerton Islands. Similar anchorage is available N of Canoe Island.

Peacock Channel (48°56'N., 125°18'W.) leads from Loudoun Channel to Sechart Channel between the Broken Group and the **Brabant Islands** (48°56'N., 125°19'W.). **Jarvis Island** (48°56'N., 125°17'W.) and **Dodd Island** (48°55'N., 125°20'W.) lie E and S of the fairway channel. **Galley Rock** (48°56'N., 125°18'W.), which dries, is the only danger lying within Peacock Channel.

9.15 Loudoun Channel (48°53'N., 125°25'W.), the principal entrance into the W part of Barkley Sound, leads between the Broken Group and the dangers lying SW of Sargison Bank.

Dangers located in the SE approach to the channel are described with the Broken Group in [paragraph 9.12](#).

Sail Rock (48°53'N., 125°24'W.), barren and conspicuous, is the westernmost above-water rock of the Broken Group. It lies off the SW side of the group and resembles a sail. A rock, with a depth of less than 1.8m, lies about 0.4 mile WNW of Sail Rock.

The **Pigot Islets** (48°53'N., 125°23'W.), both above and below-water, extend W from Benson Island and lie to the N of Sail Rock.

Several islands and rocks, above and below-water, lie on the E side of Loudoun Channel, to the N of Benson Island.

Hankin Island (48°55'N., 125°22'W.) and **Page Island** (48°56'N., 125°23'W.) lie in Loudoun Channel at its junction with Thiepval Channel and Peacock Channel.

Pinder Rock (48°55'N., 125°23'W.) lies in the fairway leading through Loudoun Channel, midway between Hankin Island and Page Island. All of these islands and rocks in this vicinity are encircled by foul ground and fronted by shoals which may best be seen on the chart.

9.16 Castle Island (48°57'N., 125°22'W.), lying about 1.5 miles NNE of Page Island, forms a leading mark. When it is open to the W of the latter island, this mark provides a safe entry into Loudoun Channel. The Bryant Islands and Curwen Island lie E and SE, respectively, of Castle Island. These islands are surrounded by rocky shoals, foul ground, and drying rocks. Deep passages, free of dangers, lie on all sides of the island group. Only **Warner Rock** (48°58'N., 125°22'W.), below-water, forms a danger and lies in the fairway to the N of the Bryant Islands. A rock, which dries, lies about 0.1 mile SE of Curwen Island and is marked by a beacon.

Great Bear Rock (48°53'N., 125°27'W.) lies on an above and below-water reef, about 1.5 miles NE of Mara Rock.

Alley Rock (48°54'N., 125°26'W.) lies at the W side of Loudoun Channel, about 1 mile ENE of Great Bear Rock. A reef, awash, extends N from Alley Rock.

Sargison Bank (48°55'N., 125°25'W.), partly awash at its NE and SW parts, lies N of Alley Rock and fronts the W side of Loudoun Channel.

Directions.—When Castle Islet bears 023° and open W of Page Island, this range leads into Loudoun Channel from seaward between the dangers on either side. When Sail Rock is abeam, vessels should change course to about 036° and pass between Pinder Rock and Hankin Island. Then change course to 028° and steer in mid-channel between the rocky shoals extending E of Curwen and the Bryant Islands to a position about 0.3 mile NW of **Lyllal Point** (48°58'N., 125°19'W.).

Barkley Sound—Northwest Part

9.17 The entire NW part of the sound is encumbered with rocks, reefs, and shoals. Various passages lead between and around the dangers. They are navigable with local knowledge.

David Channel (48°59'N., 125°19'W.) is entered between Lyllal Point, which is marked by a light, and **St. Ines Island** (48°58'N., 125°22'W.). It leads NE into Mayne Bay and N into Toquart Bay. The fairway is deep and free of dangers. The **Stopper Islands** (49°00'N., 125°20'W.), two in number, are high and wooded. They form the W side of the channel. Foul ground extends off the SE side of both of the islands.

Richard Rock (48°59'N., 125°20'W.), with a drying rock located close NE of it, lies at the W side of the channel and is marked by a light. Vessels should not pass to the W of this rock.

Mayne Bay (48°58'N., 125°20'W.) indents the coast close NE of Lyllal Point. It is deep and clear of dangers. A mooring buoy is situated in the NE part of this bay. Anchorage can be taken in a depth of 31m, mud, within the SE part of the bay.

The **Shears Islands** (49°00'N., 125°19'W.), a chain of islands and rocks, extend S from the NW extremity of Mayne Bay. The channel leading W of the beacon and light marking the W end of the chain is deep and free of dangers.

Macoah Passage (48°59'N., 125°23'W.) parallels the NW shore of the mainland and leads into Toquart Bay. This constricted channel is obstructed by several shoal patches and lies adjacent to the foul ground extending from the islands forming the E side of the passage. It is entered W of **Forbes Island** (48°57'N., 125°25'W.) and should not be used without local knowledge.

Toquart Bay (49°01'N., 125°21'W.) lies at the NW head of Barkley Sound and affords shelter from inclement weather.

Hermit Island (49°00'N., 125°20'W.), located 0.3 mile N of Stopper Island, lies in the S entrance of the bay. An islet lies close NW of the island. A light is shown from a structure standing at the seaward edge of an area of foul ground extending E from the islet.

9.18 Snowden Island (49°01'N., 125°20'W.) lies at the head of the bay and rises high against the low shore.

Anchorage can be taken in a depth of 25m in the bay with Hermit Islet bearing 153° and the SE extremity of Snowden Island bearing 076°. Anchorage can also be taken in a depth of 18m close W of an islet lying 0.5 mile N of Snowden Island.

Pipstem Inlet (49°02'N., 125°16'W.) is entered from the E side of Toquart Bay. It is deep and backed by rocky shores. The N side rises higher than the S.

Kirby Rock (49°01'N., 125°19'W.), with a depth of 0.5m, lies in the entrance of the inlet. Bazett Island fronts the S shore, close within the entrance.

This inlet can be approached from either N or S of Snowden Island. Having entered the inlet, vessels should steer to pass to the S of Kirby Rock and proceed to the anchorage. Vessels proceeding up the inlet should keep in mid-channel and give the N side of Bazett Island a berth of at least 0.1 mile.

Anchorage can be taken by small vessels, with local knowledge, in a depth of 21m, mud, about 0.1 mile SW of Bazett Island.

Ucluelet Inlet and Approaches

9.19 Ucluelet Inlet, the W entrance of Barkley Sound, is bound by the **Ucluth Peninsula** (48°57'N., 125°34'W.), to the W, and fronted by the George Fraser Islands. Several channels lead clear of the islands and into the entrance of the inlet, but local knowledge is required.

Felice Channel (48°54'N., 125°30'W.) is considered to be the best channel leading from seaward for vessels bound for Ucluelet Inlet. The fairway has a least width of 0.4 mile and a least depth of 27.4m. Numerous islets, rocks, and shoals lie along the sides of the channel.

Vessels entering Felice Channel should keep Chow Islands Light ahead, bearing 043°, until Francis Island Light bears 309° and is open NE of the islets lying E of the George Fraser Islands. The course should then be changed to 340° in order to clear the dangerous shoal patches lying W of the Chow Islands. When Chow Islands Light bears 081°, the course should be altered to bring the Francis Island light ahead, bearing 305°. Vessels should steer about 305° until the northernmost islet of the George Fraser Islands is abeam. They may then change to enter Ucluelet Inlet.

Starlight Reef (48°53'N., 125°29'W.), above-water, and the **Chow Islands** (48°55'N., 125°28'W.) lie at the SE and NE sides of Felice Channel. A light is shown from the NW end of the northernmost of the Chow Islands. Heddington Reef and Sykes Reef, both above-water, lie between the dangers previously mentioned. Several detached shoal patches, with depths of 3.6m, lie about 0.5 mile W of the Chow Islands.

Humphries Reef (48°54'N., 125°31'W.), above-water, lies at the NW side of the channel entrance. Several detached shoal patches and a number of above-water rocks lie SE and E of this reef and extend SE to the edge of the channel.

Newcombe Channel (48°55'N., 125°29'W.) joins Felice Channel at its N end and leads from Ucluelet Inlet into Loudoun Channel, NW of the Chow Islands and Sargison Bank. The S entrance of this channel lies between the northernmost of the Chow Islands, which is marked by a light, and **Food Islets** (48°55'N., 125°59'W.). A rock, awash, lies 0.2 mile SSW of these islets. Forbes Island lies at the N end of the channel.

Vessels using Newcombe Channel should proceed as directed for Felice Channel, until Chow Islands Light bears 081°. The course should then be altered to 059° and vessels should pass 0.3 mile NW of the latter light. When abreast this light, the course should be changed to bring Forbes Island Light ahead, bearing 051°. When Page Island bears 100°, vessels should change course to 085° and pass about 0.2 mile S of the beacon standing 0.1 mile ESE of **Curwen Island** (48°57'N., 125°22'W.).

This route can be used by vessels navigating between the inner part of Barkley Sound and Ucluelet Inlet. Vessels should pass between the Beg Islands and the NE side of the George Fraser Islands.

9.20 Alpha Passage (48°54'N., 125°32'W.) leads from seaward towards the entrance of Ucluelet Inlet. It passes between the George Fraser Islands and **Jenny Reef** (48°55'N., 125°32'W.). This passage is very constricted and has numerous above and below-water rocks and shoal patches lying adjacent to the fairway. Only small vessels of light draft, with local knowledge, should use this passage. Transit should be made in calm weather and during daylight hours.

The **George Fraser Islands** (48°55'N., 125°31'W.) lie on the SE side of Alpha Passage. The group consists of two main islands and numerous small islets and rocks. Jenny Reef lies on the NW side of Alpha Passage. It is extensive and also consists of several above and below-water rocks.

Vessels proceeding to Ucluelet Inlet by way of Alpha Passage should enter with the N extremity of the northernmost islet of the George Fraser Islands ahead, bearing 038°. When Francis Island Light bears 358°, it should be brought ahead on that bearing. When the northernmost islet of the George Fraser Islands is abeam, the course should be altered to 027°. Vessels should then pass 0.2 mile SE of Francis Island and proceed into the inlet.

Carolina Channel (48°55'N., 125°32'W.) leads from seaward between Jenny Reef and Amphitrite Point. It is the most frequently used channel by light-draft vessels in calm weather. During stormy weather, long swells roll in from seaward. The channel then becomes dangerous as several below-water rocks lie within the fairway. The fairway has a least depth of 10m and lighted buoys mark the principal dangers lying near it.

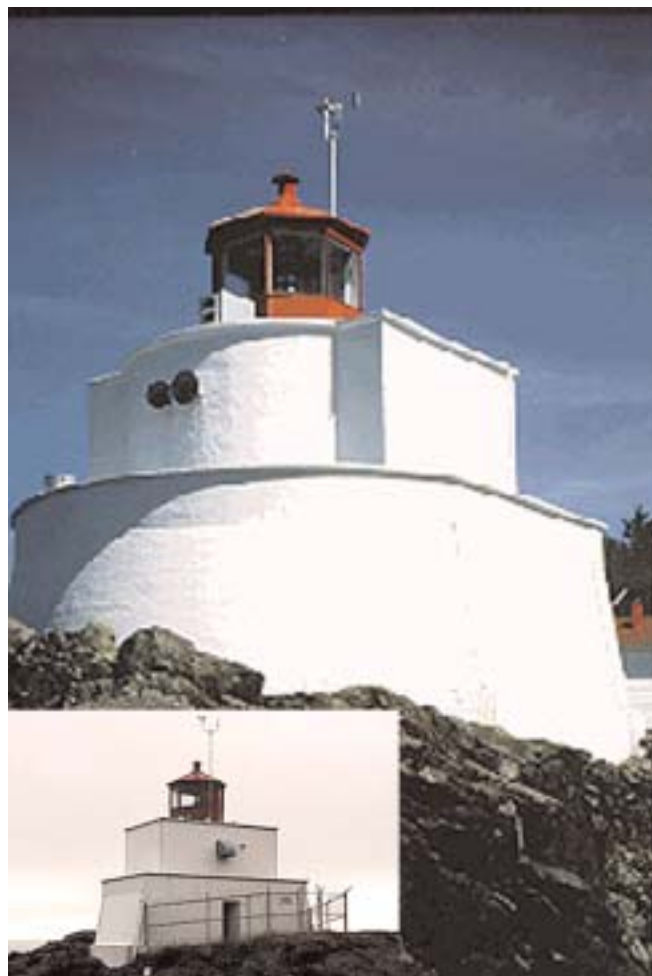
Vessels proceeding to Ucluelet Inlet by way of Carolina Channel should steer a course with Francis Island Light ahead, bearing 058°. They should pass between the lighted buoys moored off the entrance. When the highest part of Beg Island bears 097°, it should be steered for on that bearing. When the E extremity of Francis Island is abeam, the course should be changed to the N and Francis Island rounded at a distance of about 0.2 mile.

9.21 Ucluelet Inlet (48°56'N., 125°31'W.) is entered about 1 mile E of Amphitrite Point. The inlet extends 4 miles NW to its head, shoaling gradually to drying flats. Local knowledge is required to enter the inlet due to the numerous dangers lying in the vicinity of the fairway.

The least depth in the entrance channel is 6.1m and lies about 0.2 mile NE of Francis Island. The inlet has a least width of 0.1 mile. The navigable channel leading E of Lyche Island is only about 45m wide and has a depth of 6.4m. The channel leading W of the island has a depth of only 3.3m.

Francis Island (48°55'N., 125°31'W.), lying at the W side of the entrance to the inlet, is marked by a light shown from its S end.

Hyphocus Island (48°56'N., 125°32'W.) lies 0.5 mile NW of Francis Island. Spring Cove, used by fishing vessels, is formed between these two islands. Stuart Bay lies close within the E



Main photo copyright Chris Mills

Amphitrite Point Light

Sutton Rock (48°56'N., 125°32'W.) lies in the fairway channel, about 1.5 miles within the entrance. It is marked by a lighted buoy moored close SE; the buoy should be kept to starboard. Several rocks lie along the E side of the inlet and are marked by beacons. A number of prominent radio towers stand on Hyphocus Island.

Lyche Island (48°57'N., 125°33'W.) lies in the middle of the inlet, about 1.8 miles inside the entrance. A reef lies close off the NW extremity of the island and is marked by a beacon.

Ucluelet (48°57'N., 125°33'W.), a village, is situated on the W side of the inlet, 4.3 miles NNW of Francis Island. Several piers front the village. The largest has depths of 5.5 to 6.4m alongside. There are facilities for small craft, fishing boats, and yachts.

Port Albion (48°57'N., 125°33'W.), a settlement, stands on the NE shore of the inlet, about 0.5 mile N of Ucluelet. It is situated on the site of a disused fish plant. A drying mud flat extends S from the settlement and is marked at its outer edge by a beacon.

Anchorage can be taken, in depths of 16 to 23m, between the shoal patch lying NW of Sutton Rock and Lyche Island.

Anchorage can also be taken in depths of 14 to 7m above Lyche Island.

Amphitrite Point (48°55'N., 125°32'W.), located at the S extremity of Ucluth Peninsula, forms the NW entrance point of Barkley Sound. This point is marked by a light and is radar conspicuous.

Caution.—Several submarine cables and a pipeline extend across Ucluelet Inlet, close N of the Lyche Island.

Barkley Sound to Clayoquot Sound

9.22 The W coast of Vancouver Island trends 17 miles NW from Amphitrite Point to Cox Point, the SE entrance point of Clayoquot Sound. Numerous dangers lie at varying distances offshore along this stretch of coast and it should not be approached within 2 miles. The outermost dangers lie off Clayoquot Sound and are described with that feature.

Florencia Bay (48°58'N., 125°37'W.) is centered 5.5 miles NW of Amphitrite Point and extends NW between Wya Point and Quisitis Point. This bay is exposed, encumbered by foul ground, and shallow. Anchorage in the bay is not recommended. Florencia Islet lies in the middle of the entrance to the bay, about 1 mile offshore.

Wickaninnish Bay (49°02'N., 125°44'W.) lies between Quisitis Point and Portland Point, 7.3 miles NW. This bay is too exposed and shallow to be used as an anchorage, except by small craft with local knowledge. A long sandy beach fronts the shore of the bay. A radiobeacon is situated midway along the beach, about 3.5 miles NNW of Quisitis Point, and an airport is situated on the N side of the bay.

A lighted buoy is moored about 1.8 miles SSE of Portland Point, at the N entrance to the bay.

Gowlland Rocks (49°04'N., 125°51'W.), above and below-water, extend up to 0.8 mile offshore, about 1.5 miles NW of Portland Point.

Cox Point (49°07'N., 125°54'W.), a rocky projection, is located at the SE extremity of Clayoquot Sound. Cox Bay indents the coast close N of the point and is fronted by Frank Island. The bay is exposed and provides no anchorage.

Vargas Cone, 131m high, rises 1 mile ESE of Cox Point. Prominent towers stand 0.5 mile and 1.3 miles SE of this conspicuous hill.

Radar Hill, 116m high, stands 0.5 mile ESE of Vargas Cone and is surmounted by a tower.

Clayoquot Sound—Outer Part

9.23 Clayoquot Sound (49°05'N., 126°00'W.) is encumbered by a number of large and small islands, numerous islets, and rocks. Several channels lead between these features and provide access to vessels with local knowledge to the inner part of the sound. The tidal currents within some of these channels may attain velocities of up to 5 knots.

The entrance of the sound lies between Cox Point and Sharp Point, the NW entrance point of Sydney Inlet.

Lone Cone (49°13'N., 125°55'W.), 753m high, and **Mount Colnett** (49°10'N., 125°50'W.), 802m high, stand on Meares Island, in the SE part of the sound, and are both prominent.

Flores Island (49°19'N., 126°10'W.), lying in the NW part of the sound, is low on its W and S sides. Its interior is formed by mountains, up to 900m high. Mount Flores is the summit of the island and Rafael Cone, rising 2 miles SW of it, is very prominent from the NW.

Catface Range (49°16'N., 125°58'W.), rising N of Village Island, is flat-topped with conspicuous cliffs. Several prominent patches of bare white rock are located near the middle of the S side of this range.

Caution.—Numerous dangers, which may best be seen on the chart, lie with Clayoquot Sound. A few of the dangers lying near the various fairway channels are described. Sea Otter Rock and Cleland Island are the outermost dangers in the entrance and are described with Brabant Channel in [paragraph 9.28](#).

9.24 Templar Channel (49°08'N., 125°55'W.) lies at the SE entrance of Clayoquot Sound. It is formed by **Esowista Peninsula** (49°07'N., 125°53'W.), on the E side, and by Lennard Island, Tonquin Island, and Wickaninnish Island, on the W side. The channel is entered between Cox Point and **Lennard Island** (49°07'N., 125°55'W.). The latter island is fringed by foul ground and a light and a radiobeacon are situated on its SW part. Tonquin Island lies 0.5 mile N of Lennard Island. Foul ground fronts the N side of this island and also extends S along the W side of the channel.

The tidal currents set through the channel at a velocity of 1 to 2 knots. The flood current flows N and the ebb current S. In heavy weather, the sea breaks across the entrance.

There are depths of 12 to 20m in the entrance fairway but they shoal abruptly to the E of Tonquin Island and decrease to 4.5m near the N end of the channel. Vessels, with drafts of over 3.6m, should not use Templar Channel without local knowledge.

Directions.—Vessels entering the channel from seaward should pass between 0.15 and 0.2 mile E of Lennard Island and Tonquin Island. They should then steer 343° and pass about 0.1 mile E of the rock, awash, lying N of Tonquin Island. When the SE extremity of Echachis Island is seen N of the rock, 2.1m high, lying 0.2 mile N of Tonquin Island, bearing 244°, the course should be altered to WNW until the NW extremity of Stubbs Island is just open E of the NE extremity of Wickaninnish Island, bearing 341°. These points should not be closed and vessels should keep them just open in order to pass W of the lighted buoy marking the W side of the middle ground. When the light structure on Lennard Island appears to the W of the summit of Tonquin Island, bearing 171° astern, vessels should steer into the fairway. If bound for Clayoquot, vessels should pass W of the lighted buoy moored SW of Felice Island. If bound for Tofino, they should pass S and E of this lighted buoy.

9.25 Thorn Reef (49°08'N., 125°55'W.), formed by above and below-water rocks, lies between **Echachis Island** (49°08'N., 125°56'W.) and the above and below-water reefs extending N from Tonquin Island. A rock, awash, lies at the N end of this reef and is marked close E by a buoy. An extensive middle ground, with a least depth of 3m, lies N of the reef and close E of the fairway.



Photo copyright Mike Mitchell

Lennard Island Light

Wickaninnish Island (49°08'N., 125°56'W.) lies close N of Echachis Island and is connected to it by a drying spit. A beacon stands on the outer edge of a spit fronting the NE end of the island. Foul ground and shoal patches, with depths of 1.2m and 0.9m, lie E of the island and extend to the edge of the channel.

9.26 Stubbs Island (49°09'N., 125°56'W.) lies 0.5 mile NNE of Wickaninnish Island and is separated from it by shoals with a least depth of 1.5m.

Van Nevel Channel (49°10'N., 125°55'W.), leading between Stubbs Island and Felice Island, connects with Heynen Channel. A shoal area extends S from Felice Island and is marked by a lighted buoy moored at its S extremity. Templar Channel divides SW of this buoy, the left branch leading, as Van Nevel Channel, to Clayoquot. The tidal currents in the channel attain a velocity of 1 to 3 knots. The flood current sets NE and the ebb current SW.

Clayoquot (49°09'N., 125°55'W.), a resort village, is situated at the E side of Stubbs Island. It is fronted by T-head pier which has a depth of 4.5m alongside. A least depth of 4.9m lies in the approach channel. A shoal patch, with a depth of 2.4m, lies about 0.5 mile NE of the pierhead.

Felice Island lies midway between Stubbs Island and **Grice Point** (49°09'N., 125°55'W.). Duffin Passage, the right branch of Templar Channel, passes E of Felice Island and N around Esowista Peninsula. This passage, which is 0.2 mile wide, leads to Tofino, a village situated close E of Grice Point. The tidal currents in this channel set N and NE at a velocity of 2 to 3 knots.

9.27 Tofino (49°09'N., 125°54'W.), a village, stands on the N end of Esowista Peninsula and is fronted by a public wharf.

The berth is 37m long and has a depth of 4m alongside. The village has facilities for fishing vessels, small craft, and seaplanes. A floating log breakwater and a fixed breakwater of pilings protect the piers and a small boat harbor. The latter harbor lying 0.5 mile E of Grice Point.

Father Charles Channel (49°08'N., 125°58'W.) is formed between Wickaninnish Island and Stubbs Island, on the E side, and **Vargas Island** (49°11'N., 125°59'W.), on the W. Numerous rocks, some dangerous, lie in the entrance and on either side of the fairway channel.

The seaward approaches on both sides are bordered by several rocky islets. On the E side, reefs extend NW from Lennard Island to **McKay Reef** (49°07'N., 125°58'W.). Several above and below-water rocks lie between this latter reef and the narrows located W of Wickaninnish Island. **Jensen Rock** (49°08'N., 125°58'W.), one the above dangers, is generally marked by breakers.

The **La Croix Group** (49°09'N., 126°00'W.), consisting mostly of rocks and foul ground, borders the W side of the approach to the channel and also fringes the S side of Vargas Island. **Wilf Rock** (49°08'N., 125°59'W.), the southeasternmost rock of the group, lies 1 mile SW of Moser Point and is marked by a light.

Father Charles Channel has a width of not less than 0.4 mile and a least depth of 8.5m in the fairway. The tidal currents in the channel attain a velocity of 2 knots and heavy tide rips frequently occur. Vessels should not use this channel without local knowledge.

Moser Point (49°09'N., 125°58'W.), low and rocky, is the SE extremity of Vargas Island. Small above-water rocks lie in the channel, about 0.3 mile E and close NE of this point.



Tofino Harbor

Between Moser Point and **Rassier Point** (49°11'N., 125°56'W.), the channel leads N through an area of unmarked shoals. It then continues as Maurus Channel or leads E as Heynen Channel. A shoal patch, with a depth of 8.5m, lies in the fairway, close E of an islet located 0.3 mile E of **Yarksis** (49°10'N., 125°58'W.).

9.28 Brabant Channel (49°12'N., 126°05'W.), lying on the NW side of Vargas Island, is the preferred channel for entry into Clayoquot Sound for vessels with local knowledge. The approach fairway is deep and leads between **Sea Otter Rock** (49°11'N., 126°08'W.) and **Cleland Island** (49°10'N., 126°05'W.), the outermost dangers. The latter island is bare, conspicuous, and has drying rocks and foul ground encircling it. Sea Otter Rock, above-water, lies on the NW side of the channel close to several detached shoal patches. A rocky shoal patch, with a depth 3.6m, lies 0.5 mile E of Sea Otter Rock and close to the fairway.

Brabant Channel is about 5 miles long. It has a least depth of 7.3m lying on the bank extending across the N part of the channel. The tidal currents in the channel set NE on the flood with a velocity of 1 to 2 knots. With heavy SW gales, the sea is reported to break across the channel between Lawrence Islet and Hobbs Islet.

Vessels approaching the channel from seaward should bring the SE side of Lawrence Islet in line, bearing 047°, with the gap located between Leeke Islets and the northernmost summit of the Catface Mountain Range. They should then steer on this range alignment and avoid the rocky shoal patch, with a depth of 3.6m, and Plover Reefs. At night, the light on Monks Islet, bearing 054°, leads into the fairway. Approaching Hagen Reef, vessels should change course to the E and pass 0.5 mile off Hobbs Islets and Burgess Islets.

Caution.—Numerous rocks, reefs, and shoals abound on either side of Brabant Channel. **Plover Reefs** (49°11'N., 126°05'W.), consisting of above and below-water rocks, lie 0.5 mile E of the entrance fairway and extend E to **Blunden Island** (49°11'N., 126°04'W.). **Lawrence Islets** (49°13'N., 126°04'W.) lie in the fairway with foul ground extending SW from them to **Hagen Reef** (49°12'N., 126°05'W.). **Leeke Islets** (49°14'N., 126°04'W.) lie in the fairway, about 1.3 miles NE of Lawrence Islets. **Eby Rock** (49°13'N., 126°01'W.), which dries, lies at the junction of Brabant Channel and Calmus Passage. It is marked by a beacon. **Monks Islet** (49°14'N., 126°01'W.), marked by a light, lies NE of Brabant Channel.

9.29 Russell Channel (49°14'N., 126°08'W.), lying N of Brabant Channel, is entered between **Bartlett Island** (49°13'N., 126°05'W.) and the S side of Flores Island. The E part of this channel connects with Calmus Passage, N of Vargas Island, and with Millar Channel, on the E side of Flores Island.

The depths in the channel vary from 25m at the entrance to 9m at the E end. The channel has a least width of 0.5 mile and the sea breaks heavily at times along both sides of the entrance.

Vessels should approach Russell Channel from seaward with Tibbs Islet Light bearing between 075° and 095°. When about 1 mile seaward of the islet, vessels should change course to pass about 0.2 mile N of it. Shot Islets should then be rounded at about 0.2 mile and a course set to pass about midway between Eby Rock and the SW end of **Coomes Bank** (49°13'N., 126°00'W.).

Bartlett Island lies on the S side of the channel. It is wooded and encircled by numerous islets, rocks, and reefs.

Tibbs Islet (49°14'N., 126°07'W.), marked by a light, lies 0.8 mile NW of Bartlett Island, at the S side of the entrance channel. Rocky patches, with a depth of 7.8m, lie close SW of

this islet. Whaler Islets and **Shot Islets** (49°14'N., 126°03'W.) lie on an area of foul ground extending up to 2.3 miles E from Tibbs Islet. A shoal, with a depth of 0.4m, lies about 0.2 mile NNE of the summit of the largest islet of the latter group.

Garrard Group (49°14'N., 126°03'W.), bordering the N side of the entrance, consists of numerous islets, rocks, and reefs. Foul ground lies N and NE of this group and extends WNW to Rafael Point, the low, wooded SW extremity of **Flores Island** (49°20'N., 126°10'W.).

Clayoquot Sound—Inner Part

9.30 Calmus Passage (49°13'N., 126°00'W.) leads E from Brabant Channel and is constricted by Coomes Bank, to the N, by coastal shoals fringing the N side of Vargas Island, to the S. This passage has a least depth of 10m and is divided at its E end by **Morfee Island** (49°13'N., 125°57'W.). Eugvik Rock, which dries, lies in mid-channel, close S of the latter island. A below-water rock, marked by a buoy, lies 0.1 mile NW of Eugvik Rock.

Epper Passage (49°14'N., 125°58'W.), with a least depth of 9.1m, leads NE from Calmus Passage. This passage lies between Morfee Island and an island lying 0.2 mile NW of it. The tidal currents in this passage may attain a velocity of 3 knots at times. They diminish towards the E part where the E current setting S of Morfee Island attains a velocity of 1 to 2 knots.

Bedwell Sound (49°17'N., 125°49'W.) is bound by steep-to, rugged shores and backed by mountainous peaks. It is approached from Epper Passage or from the S through Fortune Channel and Matset Narrows. This sound is deep and free of dangers. It is entered close E of Rant Point and leads N to where the Bedwell River empties into the head.

Anchorage can be taken in depths of 10 to 18m in the W approaches to this sound, including **Ritchie Bay** (49°14'N., 125°55'W.). Anchorage can also be taken in depths of 14 to 18m in **Hecate Bay** (49°15'N., 125°56'W.). The latter anchorage is sheltered, easy to access, and free of dangers.

Cypress Bay (49°16'N., 126°54'W.) provides good anchorage in a depth of 22m about 0.5 mile off its NE shore.

9.31 Fortune Channel (49°13'N., 125°46'W.) is mainly approached from Bedwell Sound via **Matset Narrows** (49°14'N., 125°48'W.). This channel is deep, at least 0.5 mile wide, and unencumbered. The narrows located near the N entrance of the channel have a fairway, about 0.2 mile wide, with a depth of 23m. Below-water rocks lie about 0.1 mile off the S side of the narrows. The flood tidal current sets E in the channel and the ebb current sets W with strong tide rips forming off the E entrance of the narrows.

Warn Bay (49°15'N., 125°45'W.), lying at the head of Fortune Channel, affords anchorage in depths of 23 to 26m, mud, close off an islet located near its head. A rock, with a depth of 3.4m, lies about 0.2 mile SW of this islet.

Mosquito Harbor (49°12'N., 125°47'W.) is entered close W of Plover Point. Numerous islets, rocks, and shoals lie in the entrance and within the harbor. Anchorage can be taken in a depth of 11m near the center of the harbor.

Tofino Inlet (49°10'N., 125°40'W.) is deep and may be approached through **Dawley Passage** (49°09'N., 125°47'W.).

The latter passage is winding, constricted, and has a least depth of 16.5m lying at the S end of Fortune Channel. The inlet can also be approached from the W via Browning Passage and Tsapee Narrows. However, this approach should not be attempted without the latest local knowledge.

Warne Island (49°08'N., 125°44'W.) lies in the entrance of Tofino Inlet. After clearing Dawley Passage, vessels should stay to the N side of the narrows and pass S of this island.

Anchorage can be taken by small vessels in **Island Cove** (49°09'N., 125°46'W.), a landlocked basin, lying NW of Warne Island. The entrance to the cove leads NE of a small island and has depths of 7 to 16m.

Berryman Point (49°09'N., 125°41'W.) forms the NW end of a peninsula located at the mouth of the Kennedy River. This latter river flows into the SE part of Tofino Inlet. Small vessels can anchor in a depth of 14m close NW of the islets lying off the peninsula.

McCaw Peninsula (49°11'N., 125°40'W.) is located close S of Tofino Inlet. **Deer Bay** (49°14'N., 125°36'W.) lies at the head of the inlet. Foul ground lies in the entrance and the bay is too deep for anchoring.

9.32 Browning Passage (49°08'N., 125°52'W.) connects the SW end of the Tofino Inlet with Templar Channel and Heynen Channel. Numerous dangers lie in and adjacent to this constricted passage which has a controlling depth of 8.2m. The tidal currents in the passage are strong at times. The principal dangers lying in and near the fairway are marked by buoys and beacons. It is a secondary passage and only used by vessels with local knowledge.

Tsapee Narrows (49°07'N., 125°49'W.), forming the SE entrance of Browning Passage, is entered SW of **Auseth Point** (49°07'N., 125°48'W.). Mud flats and islets lie at the W end of the narrows. The passage leading S of the islets, which has a least depth of 4.6m, should be used. The tidal currents set E and W. They begin shortly after LW and HW, respectively. In the congested passages and narrows, the tidal currents may attain a velocity of 5 knots.

Deadman Passage (49°10'N., 125°54'W.), marked by buoys, has a width of only 90m and a least depth of 3m. It leads S from the junction of Van Nevel Channel and Heynen Channel past the W side of Deadman Island to **Duffin Passage** (49°09'N., 125°55'W.). The tidal currents in the channel attain a velocity of 2 knots at times.

Van Nevel Channel (49°10'N., 125°55'W.) leads SW from Heynen Channel to Clayoquot and Templar Channel. It is marked by buoys and beacons. The fairway has a controlling depth of 5.8m lying W of the Deadman Islets.

9.33 Heynen Channel (49°10'N., 125°56'W.) leads W from Van Nevel Channel to the junction with Father Charles Channel. It has a least depth of 6.4m lying at the SW side. Lighted buoys mark the outer edges of the drying spits which extend from the shores to the edge of the channel at its E and W ends.

Maurus Channel (49°12'N., 125°56'W.) leads N between Vargas Island and Meares Island. It connects Father Charles Channel and Heynen Channel with Calmus Passage. The fairway has a least depth of 27.4m.

Elbow Bank (49°12'N., 125°56'W.), which dries, borders the W side of the channel. The tidal currents in the channel attain a velocity of 1 to 2 knots.

Herbert Inlet (49°19'N., 126°00'W.), unobstructed and deep, is entered between Bawden Point and McKay Island. Its shores are mostly steep and densely wooded. A waterfall is located at the head of the inlet near the mouth of the **Moyeha River** (49°25'N., 125°55'W.). The approach to the inlet from the E end of Russell Channel leads over a bar, with a controlling depth of 6.4m, which extends SE from the **McKinn Islets** (49°15'N., 126°03'W.).

Whitepine Cove (49°18'N., 125°58'W.), lying at the SE side of Herbert Inlet, affords anchorage in a depth of 18m near its head but a number of rocks and other dangers must be avoided.

Bawden Bay (49°17'N., 126°01'W.) provides anchorage, in depths of 18 to 27m.

Matilda Inlet (49°17'N., 126°04'W.), entered about 2 miles W of Bawden Point, is very constricted. It indents the E coast of Flores Island. A light is shown from a circular tower standing on a reef at the entrance. Anchorage can be taken by small vessels in a depth of 31m about 0.5 mile inside the entrance of this inlet.

Caution.—Two submarine cables and a submarine pipeline (water) cross the inlet in the area of Ahousat.

Ahousat (49°17'N., 126°04'W.), a settlement, stands on the W shore of the inlet. It is fronted by a wharf, 30m long, with depths of 4.9 to 6.1m alongside.

Millar Channel (49°22'N., 126°04'W.), a N extension of Russell Channel, leads along the E side of Flores Island to Obstruction Island. The latter island almost fills the N end of this channel. Depths increase from 5.5m at the S end of this channel to over 128m at its N end.

Sydney Inlet, Shelter Inlet, and Hesquiat Harbor

9.34 Sydney Inlet (49°20'N., 126°15'W.) is entered about 4 miles N of **Rafael Point** (49°17'N., 126°14'W.) and close E of **Sharp Point** (49°21'N., 126°15'W.). The latter point is marked by a light.

Rocks, with depths of 3.7m, 5.5m, and 8.2m, lie 0.5 mile SW, 0.7 mile WSW, and 0.5 mile WNW, respectively, of Rafael Point. This wide inlet extends 10 miles N and is clear of dangers. The depths range from 20m at the entrance to 120m near the head. The tidal currents in the inlet may attain a velocity of 2 knots. An approach lighted buoy is moored about 0.8 mile S of Sharp Point.

Stewardson Inlet (49°27'N., 126°16'W.) indents the W side of the inlet, about 6 miles N of Sharp Point. It is free of dangers but too deep for anchoring.

Holmes Inlet (49°27'N., 126°15'W.), which is constricted, is entered close E of Adventure Point, the S extremity of a finger-like projection forming the W side of the inlet.

Shelter Inlet (49°24'N., 126°09'W.) leads E from **Starling Point** (49°24'N., 126°14'W.), marked by a light, its S entrance point. The shores of the inlet are steep-to and precipitous. The fairway is deep and clear of dangers. Riley Cove, lying close E of Starling Point, affords shelter and anchorage for small craft.

Steamer Cove (49°23'N., 126°11'W.), lying 2 miles within the entrance, affords anchorage in depths of 31 to 35m. Clío Island, marked by a light, lies close N of this cove.

9.35 Hayden Passage (49°24'N., 126°07'W.) connects Shelter Inlet with Millar Channel. It is constricted with a least navigable width of 135m lying between Obstruction Island and Flores Island. Several drying rocks lie at the NW and SE ends of this passage. A rock, marked by a beacon, lies near the middle of the passage, on the N side of the fairway. Other dangers lying near the channel are also marked by beacons.

The tidal currents flowing into Millar Channel and Shelter Inlet, meet 1 mile E of Hayden Passage where their junction is apparent. These currents may attain a velocity of 4 knots.

Refuge Cove (49°21'N., 126°16'W.), also known as Hot Springs Cove, is separated, at its entrance, from Sydney Inlet by Openit Peninsula. Sharp Point is the S extremity of the latter peninsula.

Mate Islands (49°21'N., 126°16'W.) lie on the W side of the cove entrance and a light is shown from the E end of the easternmost island.

Barney Rocks, above and below-water, lie about 0.3 mile SW of this group of islands. Numerous dangers consisting of rocks, some awash and marked by kelp, lie along the sides of the cove. The fairway has a least width of 0.1 mile and a controlling depth of 7.3m. After clearing the drying rocks lying close N of the Mate Islands, vessels should steer a mid-channel course toward the anchorage.

Hot Springs Cove (49°22'N., 126°16'W.), a settlement, stands on the E shore of the cove, about 1 mile within the entrance. It is fronted by a government pier, 73m long, which has attached floats with depths of 3 to 5.5m alongside.

Anchorage, sheltered and secure, can be taken, in a depth of 7.3m, about 0.3 mile N of the pierhead.

9.36 Hesquiat Harbor (49°26'N., 126°27'W.) indents the coast between Hesquiat Point and **Matlahaw Point** (49°23'N., 126°28'W.). The coast SE of Hesquiat Point is rocky and backed by steep mountains. Kanim Lake pierces this mountainous terrain. The shore of the harbor is mostly low and wooded. Several detached shoal patches, which may best be seen on the chart, lie in the approaches to the harbor and have a least depth of 2.7m. An approach lighted buoy, marking the fairway, is moored about 1.8 miles ENE of Matlahaw Point.

Hesquiat Point (49°25'N., 126°24'W.) is low and wooded. A gravel shoal, which dries, and several below-water rocks lie about 0.5 mile SSW of this point and are marked by breakers.

A bar extends across the entrance between the principal points and protects the harbor from the swell. This bar, with a least depth of 3.7m, is marked by kelp. During S and SW gales, the sea breaks heavily on the bar.

Hesquiat (49°24'N., 126°28'W.), a settlement, stands at the W entrance of the harbor and a conspicuous church and a flagstaff are situated in its vicinity.

A spit lies 1 mile N of the settlement and is often marked by breakers. A rocky ledge extends about 0.5 mile SE from Matlahaw Point, the W entrance point of the harbor. Detached rocky patches, with depths of 9.4m and 8.5m, lie 1.5 miles SE and 1.3 miles NE, respectively, of the latter point.

Sheltered anchorage can be taken, in a depth of 16m, mud, in the middle of the harbor or, in a depth of 14m, mud, near the head.

Estevan Point (49°23'N., 126°33'W.), located 2.8 miles W of Matlahaw Point, is fully described in [paragraph10.2](#).